GIVE US NEW TIME TABLES.

NEW PERSONS UNDERSTAND THE OR DINARY BAILWAY SCHEDULE.

The Time Tables Are Made for Train Despatchers and Train Crews and Then Condensed for the Public-They Confuse Instead of Expining-A New Plan. It is time for a radical change in the railroad

time tables. So far as they are concerned, the rounding of the first half century of railread-ing has seen the opposite of progress. The capital, enterprise, and incomulty which have developed the superb travelling accommodations of to-day have passed the time table by, leaving it to grow upon its original lines, and to become more and more complicated and less and less intelligible. It has become a mechanical product, upon which no especial thought is expended, and because primarily it was not designed for the public its continual growth has led it further and further away rem the popular comprehension.
This is recognized and admitted by many

railroad men who have been spoken to on the subject, especially by those who meet and deal with the public but they say they have noththese are the work of the division superintendents in the office. These men have been trained to arrange each new time schedule on the lines of the preceding one. They understand their own work, and it has never occurred to them that no one else can do so. Neither has it occurred to them that they are salaried to understand time tables, whereas the public is called upon to make the study for mothing, and naturally declines to do so.

It is a wonderfully interesting thing to see a division superintendent on, say, the Pennsylwith his assistants. The general superintendent has told him what through trains are to be kept on, what ones are to be added, and what ones are to be altered. The division superintendent takes a great board marked to represent the hours of the day, the miles of his division, and the stations along the line. He lars down, or strings along, a lot of lengths of twine of a particular color to represent the fixed through trains, bound west and east over which he has no control. Then the strings in his local trains with twine of another color, making sure as each is fastened in that it does not conflict with any other train. As each train is thus laid in, without blocking or colliding with any other train, its junning time and stops are copied off,upon the sheet that is to be the new time table. To the average citizen who drops in and sees the with its network of twine and its myriad little stakes or nails, wonder grows upon astonishment that any merely human mind could have conceived and mastered such a tangle and muddle of strings. The fifteen tuzzle is a baby game beside it, and the abcalculations is simplicity itself in comparison. Yet, after all, it is the same thing which the public sees afterward as a time table, the only difference being that printed figures take the place of the bits of colored twine.

Note how the time tables of to-day have

grown into their present shape and the folly of them will become the more apparent. Originally, when the first trains ran over a part of the Delaware and Hudson system the public was in o med that they started at such and such hour-and would reach their destination at such hour-and would reach their destination at about such and such times. After a while it was found that they could be run more or less systematically under the control of the engineer, and in order to guide that functionary a time table was made out for his convenience, showing him at what time he should reach each station. When this was printed it was useful to the recople at large. Bit by bit the business acceleded, branch roads were run out from the main lines, connecting points were established, and different sorts of trains, running at different grades of speed and arranged as through or way trains, to connect at the rain sort is another straw in the heap of the fangle in the staning given an example of the fangle. Now, having given an example of the fangle in which time table construction has led the farging be remedied?" Finnly by returning to first principles, as those men did who built the Brooklyn Bridge. The time table for the public should contain what the public wants to know, so pisinly and simply set down that there should be no need to hir a hall for an information bursan or a Broadway store) to ville your natural desire is to know when the fare is. The distance in miles may be added or not.

The distance and the fangle is train 301 is another straw in the heap of the fangle was example of the fangle was principles. Now, having given an example of the fangle was example of the fangle was principles. Now, having given an example of the fangle was example of the fangle was principles. Now, having given an example of the fangle was principles. Now, having given an example of the fangle was principles. Now, having given an example of the fangle was principles. Now, having given an example of the fangle was principles. As those men did who built the Brooklyn Bridge. The time table for the public should contain what the public was principles. As those men did who built the fargle is to should an example of t

tion bureaus are established in such great establishments as the Grand Central Depot and the Philadelphia depot of the Pennsylvania Railroad. They are managed by clerks who are salaried to explain the time tables of the New York Central and Pennsylvania railroads. Nine in ten of the questions that are asked would not be put if the time tables were drawn up properly. A new desk is an added feature of the hotel business. It has been added to afford relief to the room clerks, because it has been found that they have had to answer so many questions that they could not attend to their busi-ness. The time tables of all the roads running out of the city are in charge of the man at the new desk. He finds that half his time is taken up in answering questions forced from the public because of the hopelessness and helpleasness of the average man and woman who leasness of the average man and woman who attempts to read a time table. Every railroad running out of New York has a passenger office on the west side of Broadway, between Grand street and the Battery. This is the headquarters of a passenger agent, who is salaried to drum un business for his road. The first thing he does is to hire a suave and well-barbered assistant, of bomb-proof amiability, to explain to the public what will happen to if it burs a ticket to some place or other on the line.

to explain to the public what will happen to it if it burs a ticket to some place or other on the line.

It has been found that these young men frequently have to be discharged, and treated with uninterrupted containely by their employers. The effect of the adulation of the public turns their brains, and swells them. Everyman and woman who asks how to get to Harrytown or Cedar Creek has the time table pricad out on the counter, and sees the clerk point out hieraplyhica upon it with a lead pencil the while he takes glibly about what the schedule indicates. The men and women fall under a spell, and regard the clerk with such awe and admiration that at the ead of a month he is saucy to the directors. Cigars, flowers, and amies are loaded upon him, and he grows as conceited as an actor.

Take a typical time table from among these now gotten out in New York. It is the all-rail seashore time table of the New Jersey Central failroad. Suppose that you wish to go to North Cedarville and have been told that it is on that railroad. You get the time table, it is in eight divisions, each one printed on both sides. It has one excellent feature, one which too few time tables possess. That is a map of the route. But you look the sisteen pages over and find that they contain thirteen distinct tables, apparently of subdivisions of the road. These are arranged for the guidance of engineers and conductors, and are rather more confusing than interesting to the public, Finally, on the last page of the folder you find North Cedarville, and this is how the information reads:

CUMBERLAND AND MAURICE RIVER

P. 14 FRIL	-, 10	-Aunti	CATO A W	LOSI M	OMBIN, BY	
Stations.	Dist.	from	Brgtn	Juna	BOL	311
North Cedaryll	10		2.08		- M. M.	P. M.

ľ	North Cedarville	6.08	∎10.87	00.5
	That is one line table you will put as no human bein for you will find it employees) goes read to be the post 4 cook bethport at 4:08, before it left New thitings by regules past 8 cook bethport at 4:08, whitings by regules past 8 cook bethport at 4:08, whitings by regulate, and then in ext stalon, and 9:10 P. M. After and a few minu North Cedarville the engineer to the on signal. As the pulling of a resident that for the conduct as for the conduct as for the conduct he reads your til	of it. If yo a strain upg should we ast train 30; ght along; ick until it exactly twe w lork and a strain 30; ght along; it exactly twe w lork are it got to the took. The great that the stress apart at \$10:37 at \$10:	or read the control of the mind luntarily entitlement of the mind luntarily entitlement of the mind luntarily entitlement of the tree one at two next states of the precedent of the tree tree of the precedent of the tree tree the tree of the mind it arrivinformation this case of the mind luntarily information the tree tree about the tree tree about the tree tree of the mind luntarily information the case of the mind luntarily information the mind luntarily infor	whole such dure such a
	this is train 301 is	who enot were	177 1770 770	

St ithen.	From I. F.	Fere.	Leave N. F.	Leave M. F.
Ker.h Cedarville	115,5	\$2.20	4:33 A. M. 10:37 P. M.	1:30 P. M. 6:35 P. M.

branches and crossings, were superposed tion the original information on the time table. The information for the conductors and engineers and for the superintendents and switchmen continued to grow in volume and was fed to the public. In time there came to le two time tables, to be sure, one for the emhe two time tables, to be sure, one for the employees and one for the public, but the trouble
is that the one for the employees must be the
is an upon which that for the public is drafted,
and the work has not been performed as it
should have been. The employees' or official

indicates in these tables hat trains stop on signal.

At a word of the above is of direct value to
the travelling public excent as tending toward
instructing the public in the details of a business to which a special following is salaried to
devote its lives. It is the conductor's business
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the travelling public excent as tending toward
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instructing the public in the details of a business to which a special following is salaried to
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instructing the public in the details of a business.

It is necessary, and it is the conductor's business to which as the public excent as time table now contains in-tructions to the engineers as to the meaning of signals by day and night, as to the points at which they will meet an i pass other trains on sidings, as to the re pec ive rights of headway of roads that cross at a level, as to what stations are regarded as regular or flag stops, and so on through the whole category of instructions essential to the safe running of a railroad. For the sake of brevi y and condensation much of this information is conveyed by initial letters or tree signs. No fault is to be found with this so far as the employees' time table is conceraed. The trouble is that some of it leaks into the people's time tables. At the bottom of all the nulsance lies the fact that the sched-ules for the public are merely condensed edi-

a time table for the people is to insult the peo-ple who live in the little place. If you buy a ticket to a fing station the train will stop there to let you out precisely as it would at Newark or Peekskill: if you buy a ticket at a flag stop, to depart from the place, the train will haul up for you exactly as it will at Cincinnati. How this is brought about or why it it is all done is of no interest to any passenger. and to print it on a time table for the peoplealong with twoscore other technical details designed for the eyes of employees alone-has

The old-fashioned time table of which I speak is followed by six lines of fine type, reading thus: Ing thus:

Connection is made at Bridgeton Junction with New Jency Southern Division for Philadelphia, via Winslow Junction and Atlantic City Railross, and offer New York, Newsers, and Elizabeth, and all points on New Jercey Southern Julysion.

Sindle-tes in these tables that trains stop on signal.

tors and brakemen do this regardless of the time table.

After more than forty years of this instruction in line type it has been found that the public will not learn it, and so the train men are obliged to look after the passengers. They go on doing so because they are obliged to, but why the superintendents continue to lumber and tangle up their time tables with the line type passes all understanding. If the commercial travellers—those understudies of the railroad men—want this information it should be printed all together under the heading. Connecting and Changing Points." and alongside of it should be a map or, better yet, a diagram of the route. This should be a feature of every time table, for a map clarifies the best schedule as an egg clarifies codies.

Isofore discussing this subject with the railroad men of the town my idea was that the perfect schedule of the future should have the stations of the railway arranged in their proper late the people's time tables. At the bottom of all the nuisance lies the fact that the schedules for the public are merely condensed editions of the employees' schedules, instead of being separate and new-born creations, as they should be.

To illustrate this fully would require a page of The Sun, but here is a hint of it. On the New York and Long Brauch time table a man searches for Deal Beach. He finds it and observes that it has a lefter "C" or an asterisk or a double dagger beside the words. He wants to go to be all sean and this singular mark troubles him. To use the vernacular, he finds a fly on the place he is going to, He knows that something is the matter with it. If he knows enough he reads all the pearl type arranged around the elaborate time table, and in the course of time discovers that "f" means "flag station." Now, if he was originally a railroad man, as I was, he knows that, in the trade, litt's clusters of the whouses and small business, that are not important enough to be made regular stops, are called flag stations because the agents at them are ordered to put out a flag on the station platform whenever an unexpected passenger comes along and buys a telect for an approaching train. That is a very necessary rule for railroad men to understand, but it is of no earthly interest to the public. The enly possible use it can serve when printed on a time table for the people is to insuit the people who live in the little place. If you buy

necting points. Then it seems as if it would be nerfect.
Theodore H. I.ee, who has printed more time tables than any other man, asserts that Walter Cobb of the Denver and Rio Grands Hallroad invented an alphabetical time table for that road, and that william Thrail of the Chicago and Northwestern has gotten out a more elaborate schedule of the same kind. With all due respect to these gentlemen, the Chicago and Northwestern schedule seems to me to be merely a step further away from needed simplicity and a long stride into the deeper mazes of the incomprehensible. It is a book of fifty-five pages, and it reminds the reader of the efforts of a great astronomer to calculate the next eclipse of Venus. It has four and a half pages of alphabetical index, beginning:

Abbott is Paper Algeonquin III.
Aberdson H Dk. 30, 38, 41 Almont, Is.

produced the awful, mysterious, and confounded time table of the present day.

It is said that in New England and parts of the West where what are called 1.000-mile tickets are more or less commonly used some railroads will not make a flag stop for the holders of those cheap tickets. In such dis-

triets it would be necessary to distinguish the flag stops apart from the others, of course. I am told that commercial travellers are past masters in the art of time-table reading. It is well, because the proprietor of the Globe Hotel in Syracuse told me some years ago that but for the commercial traveliers half the hotels of the land would close up and as many of the passenger trains of the country weal! be handed off. But the shrewde-t reporters cannot understand the average

time table, and they rank next to the drum-

What are called informa-

This precedes the customary jungle of time tables, and it amounts to little more or less than a public avowal of their complicated and unintelligible nature. It is warning a drowning man that be will sink and then throwing a straw to him—or a sash weight. The cally windows that let light in upon that awful book are the maps. There is a map on every alternate page, and with the help of those maps and a week's vacation the average man would be able to find out how to get to Algonquin. Ill., 36. Even then it would seem preferable to call upon Mr. Gross, the Eastern passenger agent, at 423 Broadway, and let his young man wrostle with the problem.

Having heard that the English schedules are models of simplicity, and not having noticed the fact when I travelled there. I obtained what English inter tables I could, but they are what we call through schedules, and cannot help beling simple, since they give only the time of leaving Livernool, with stops at Birmingham. Bristel, and London, or of leaving diagony and stopping at the three main points not ween it and London. But at the end of each train schedule they add a list or table of

fares—a splendid addition to the knowledge our railroad men vouches to us.

The proposed alphabetical time table will read like this:

71	MR TABL	B OF NEW	YORK AND	ALBANY TRA	INB,	
From Hote Tork	Miles	Fare.	Leave,	Leave.	Leave.	Ac, 20.
A19457	148	\$2.86	7:50 A. M. 12:10 P. M.	8:00 A. M. 11:30 A. M.	9:10 A. M. 12:28 P. M.	
BARRITOWN	96	1.90	7:30 A. M. 10:38 P. M.		3:55 P. M. 7:00 P. M.	****
BUFFALO	440	8,80	8:00 A. M. 7:40 P. M.	8:10 A. M.	10:00 A. M. 8:08 P. M.	
CATERILL	m	3,22	7:30 A. M. 11:04 P. M.	7.00.0 100.000	11:80 A. M. 8:00 P. M.	****
Dosne Persy	21	.49	9:23 A. M. 10:07 P. M.			
Ac. &c	****					****

With regard to this time table, it was argued by one railroad man who saw it that this plan would not work, because the New York Central Railroad has three stations in New York. It has scarcely any trains which stop at all of them, hardly any stop at 125th street, and only a few stop at 125th street. There are several means of simplifying the time table and yet meeting the requirements of these substantians. One plan would be to stop all trains fall that make the stop ten minutes later at 185th street than at Forty-second street and have the fact advertised. Another is to print the schedule thus (this being in accordance with the present time tables except as to the fare, which is not made public):

a life study of time tables, knows them all, and when a drummer goes to him he runs over his schedules for two minutes and then turns and dictates every step of the route to a typewriter, who pounds it all out for the traveller. Start from the Cortlandt street ferry at 39 f. M. he says, and go to such a place. There change to the N. h. P. and O. and go to such a place. Their take the C. c. C. and I. C. and go to blank, and so he dictates every step of the route.

Leave New York.	Miles.	Fare.	Leane. Arrive.	Leave. Arrive.	Leuve. Arri
ALBANY	148	\$0.66	O. C. Depot, 7:30 A. M. 156th st., 7:40 A. M. 12:10 P. M.	G. C. Depot, 8 A. M. 11:00 A. M.	G. C. Depot, 7 P. M. 138th st., 7:12 P. M. 11:85 P.

But now look at a bit of the New York Central schedule made up in the natural way, following the order of the stations as they occur along the road. The reader will at once see that they preserve the full advantage of the time table as a schedule for the whole road. By pursuing this system a time table for key York will remain, as now, a time table for revery other point on the line. The alphabettes plan serves well enough for through passengers on through irains and for persons who only wish to know the time of the departure of trains from New York. By pursuing the natural routine arrangement of the stations the proposed time table acquaints the public of Poughkeepsie, Catskill, and Syracuse with all that it needs to know, as well as serving New York and other stations, even to the smallest:

NEW YORK CENTRAL AND HUDSON RIVER B. R.

				Travas	7.5.
Leave New York.	Mites.	Fura	Leave. Arrive.	Leave. Arriv.	Leave. Arrive.
Fonkers.	16	93.32	G C. Depot 7.50 A. M. 138th st. 7.40 A. M 8.02 A. M.	G. C. Depot v.23 A. M. 9.55 A. M.	13. C. Depot 11.80 A. M. 138th at 11.40 A. M. 12 M.
Farrytown.	26	0.52	G. C Depot 7.30 A. M. 138th st. 7.40 A. M. 8.20 A. M.	G. C. Depot 9 23 A. M. 10.18 A. M.	O. C. Depet 11.30 A. M. 135th st. 11.40 A. M. 12.16 A. M.
Sing Sing.	81	0.03	G C. Depot 7.80 A. M. 138th at. 7.40 A. M. 8.30 A. M.	G. C. Depot 8 15 A. M. 10.30 A. M	G. C. Depot 11,30 A. M. 138th st. 11.40 A. M. 12.23 A. M.
PeckskiiL	42	0,84	G. C. Depot 7.80 A. M. 138th st. 7.40 A. M. 8.48 A. M.	G. C. Depot R25 A. M. 11.05 A. M.	G. C. Depot 11.30 A. M. 138th st. 11.40 A. M. 12.48 A. M.
Righlands.	47	0.64	G, C. Depot 9.25 A. M. 11.19 A. N.	3.45 P. M.	G. C. Depot 4.55 P. M. 6.15 P. M.
Via Rome and		7,50	G. C. Depot 9.15 A. M. R.35 P. M	G. C. Depot 11.55 P. M. 8.45 A. M.	
Via Albany and D. & H. R. S.	879	8,00	U. C. Depet 7.45 A. M. 10.25 P. M.	G. C. Depot 7.30 P. M. 8.40 A. M.	

The above is a mere skeleton, mainly of the more important stations and of the first trains out in the morning; but the seader, if he imagines the table complete, with all the smaller stops filled in, in their places, will see that the traveller gets all the intormation about the trains to each place, and that the completed time table would be as much a schedule for the smallest as for the largest towns—indeed, that it is absolutely complete. Undoubtedly the most complex system of trains out of New York is that to the New Jersey Central and the Pennsylvania share the use of the same tracks, and the New Jersey Southern rous trains and boats over much of the same tracks, and the New Jersey Southern rous trains and boats over much of the same tracks, and the New Jersey Southern rous trains and boats over much of the same tracks, and the New Jersey Southern rous trains and boats over much of the same schedule. We in New York know that Gailles is close by Seabright and near Long Branch, and that knowledge is of great assistance. It we know as much about it as the railroad men who rus there we would not need a time table and since he is to have one it may as well be made so that he can understandit. Here it is:

			appears u	DICASODA	ie to mabl	pose that a
From Neso Fork	Miles	Fore.	Leave.	Arrive,	Leave.	Arrive.
CAUL	83	\$1.00 Exc. 1.50	N. J. S. boata Pier S. N. R. 4:30 A. M. 10:45 A. M. 3:45 P. M. 5:30 P. M. (Sunda 9:30 A. M.	6:17 A. M. 12:21 P. H. 6:21 P. M. 6:38 P. M. 11:05 A. M.	N. J. C. R. I Pt. Liberty 4.30 A. M. 4:15 A. M. 1:30 P. M. 4:30 P. M.	6:18 A. M. 10:14 A. M. 3:23 P. M. 5:09 P. M.

I have guessed at the distance and fares.
No time table publishes either. But take
Long Branch, to which three rairons from upon one time table—two of them under one management; the long branch boats being separately managed but by one of the two not care whether Galilee is on the Cumberland rately managed but by one of the two railroads. It would seem that if the public is to be served, one time table should be made for all, as the local newspapers and general A B Cguides find it best to do. This is a test of the time table of the future:

and Maurice River branch, but she does not. No one can ding it into the train despatcher's head that the young lady is indifferent to the fact that Gallies is a flag stop on Sundays, and, therefore, must be marked

			N. J. S. Boats, Pier S, N. R.	N. J. C. R. R., J. Liberty st.	ft. Cortiandi and Desbrosses sta	
From New York.	Mics. Pare.		Leave. Arrive.	Leave, Arrive.	Leave. Arrive.	
LORG BRANCH	40	\$1. 1.50 exc.	3:45 P. M. — 5:15 P. M. 51:0 P. M. — 6:45 P. M.	A. M. 8:15—10:55 A. M. 11:15—12:55 P. M. P. M. 1:30— 3:17 P. M. 4:30— 5:22 P. M. 4:30— 5:42 P. M. 6:30— 8:02	3:30 A M.— 5:25 9:13 A M.—10:50 12:50 P. A.— 2:35 5:10 P. M.— 4:25 5:10 P. M.— 6:55	

I have guessed the distance and fares. No time table publishes either.

The exceeding trouble that was required to get these figures would prove their value to whosever underwent the experience. It is but fair to say that there is a time schedule of the New York and Long Branch Railroad, issued jointly by the New Jersey Central and the Pennsylvania systems (but only distributed at the country towns), which is the best and simplest time table. I know of, The complicated management of three roads at once led to a bold departure from the traditions that have overgrown the business as with moss. And yet, even in this time table the old influences are seed, smearing its simplicity with the tracks of the small of conventionality. The numbers by which the despatcher moves the trains are all given to the public, and the table is peptered with the letters b, "f" y" "a" and "k"-every letter of which means a great deat to the sogineer and conductor and nothing to the public, since each refers to stop or signal stations where the trains must stop if you or I have a ticket to get on or off there. As I said above, how or why they stop is of no more concern to us than if we should read such a line as this:

"K"—At Kew York the enginer will throw the three at

"K"—At New York the enginers will throw the throttle forward when within (Ar.) paris of the bumpers at the end of the tracks, at the same time putting on the air to brake the train. The conductor will then amounce "Aww York—ail eat."

the end of the track, at the same time potting on the air to brake the train. The conductor will then air no trake the train. The conductor will then air no track the train. The conductor will then air no track the train. The conductor will then air no course the train of the track the X Y Z and the A B C, have found it necessary to make lucid and simple schedules for their readers. No one needs to remind me that in dealing with all the roads from one standpoint these publichers have an opportunity different from what is offered fother managers of a single road. That is understood. The alphabetical system suits a starting point or a single city, but interferes with the general utility of a schedule for all the other stations on a road, liut that is no reason why the same method that is followed by the A. E. C guide makers should not be adopted by each road, so as to preserve every merit of the plan except the alphabetical feature. This being done, the time table would sarve for all instations equally well and yet would give all needed information about each station in one line and in its normal obsec and its proper relation to all other stations. Once again, then, let it be understood that the perfect plan is to enable the reader (who wants to know about one place only find everything relating to that one place by straightforward reading along opeline of the schedule.

That is what the ticket scalper gives to the public, and here comes in a remarkable continuation of the statement that new time tables are absolutely demanded by the public. One professional time table maker, upon being interviewed by me, made this reply: "Why railroad men will researd what you say as wholly in the interests of pirates like Lansing."

"Why this about him. He has built up a great association of scalpers and made himself President of it. And how? Himply by mastering all the time tables of all the railroads of the country. The success of such men is not wholly due to their cutting rates. The truth is that they do for the travelling

S. R. H. N. 4:30-5:22

P. M. 4:30-5:23

P. M. 4:30-5:23

P. M. 4:30-5:23

P. M. 4:30-5:24

"figir." It would be hopeless to try to convince any old-time table maker that she is not interested in the cabalisatio sign I which indicates that drawing-room cars run so further than a station 28 miles beyond Gaillee. Yet, as a matter of fact, all these asterisks, and double daagers, and initials mightily confuse Miss Vere de Vere, and she tells the exact and iliberal truth when she leans over Sam Carpenter's counter, in Broadway, near Fouriesenth street, and says to him: "Now. Mr. Carpenter, this time table is turning my hair gray. All I want to know is when the train starts and when it gets there, and hold far it is, andwarts the fare.

The demand is accepted, and the remedy is so easy that the railreads must abandon the old time tables. We shall see that, at first, they will continue to priot all shout the flag signals and the junctional points and the branches on separate pages, but by and by they will discover that a diagram of the route the distance, the fare, and the leaving and arriving time are all that any one wants. Then the tribulations of a great nation of travellers will come to an end.

In conclusion the situation may be summed up in a sontence. It is easy to lind your way from a main point to a place upon a branch line is a noseless task. The commercial traveller may understand what he reads, or the scalper may tell him out of his won-from hand him to a provent and the long laland litalitosal scheduls they have straight lines to Albany Pittsburgh. Philadelphis. Butlalo, New Haven hypinghed, and shundred other centres. But it is the strain of the country. It is time, then, to reconstruct our time tables to Albany Pittsburgh. Philadelphis, and in fact, with lifty millions of the people of the country. It is time, then, to reconstruct our time tables, of however, as an extending the main line and any or have a subject of the workers are of the country of the country of the country of the country of the cou

SOME BRITISH POACHERS. A New York Irishman Who Preferred

Ponching at Galway to a Career in This City-Phensant Ponchers-Ponchers and Their Friends, Likewise Their Enemies, CARLISLE, England. June 8, 1891.-My first introduction to a British poscher was in the ancient city of Galway on a summer's moraing in 1888. I wandered out of Ellie Madigan's quaint little inn before sunrise, and after a few moments on the quay among the fishwives of Claddagh had started for a stroll out Oughterard way. As I was crossing Queen's bridge my attention was attracted by hundreds upon hundreds of saimon in the shallow waters of the Corrib beneath. They lay, bunched in groups of scores and more, in little pockety pools of the greatest depth, their noses pointing up stream, but all the shoals apparentmotionless as the rocky bed of the river beneath them. It was early for Gal-way, save at the Claddagh-side, as the sleepy old town is hardly astir before 9 o'clock. But I had stood there scarcely a minute when a man in corduroy high-lows, jockey cap and vizor, and bearing a huge club in his hand, approached me from the city side. Be gave me a sharp look of scrutiny, touched his but apologeticalty, and walking smartly away, crossed the bridge and scrambled along the opposite sbore, looking closely here and there in odd corners and shadowy nooks along the bank. Finally he disappeared in the vicinity of the

Salmon Leap of the Corrib above. He was one

of the Royal Fishery Board water bailiffs, and

He was hardly out of sight before a barefoot-

was in quest of salmon poschers.

ed man followed upon the bridge. He in turn scrutinized me closely and passed. A moment later the man's arm slid along the waist-high stone coring of the bridge. Then there was a gentle spiash in the water below. The man kept straight on increasing the speed of his walk. Directly I saw his arm je ked back, as if by a sudden grasp from the bridge side over the coping. Then he seemed to exert very great strength, while there was some little commotion in the stream beneath. But the man kept straight along, his arm now in a position as if dragging a balf-floating burden, pear the end of the bridge he turned, put his elbows upon the coping in an attitude of contemplation, and waited thus for a few minutes. Finally he passed off the bridge end, and turned toward the bay. Without seeming to watch him, I soon saw him reappear near an old fulling mill several rods below. With him there was now a mangyheaded lad who was hastily unrolling the bottoms of his trousers with one hand, while carrying his jacket in a singularly heavy and baggy war with the other. The barefooted man had within three minutes' time captured two huge salmon with a murderous "drag-hook "armed with elx huge hooks; and the lad with the pouchy jacket who had rejoined him was in waiting beneath the bridge end to care for fish, hooks, and line. In fifteen minutes more the two salmon were dressed and in "berring-skibs" of the fishwives, being hawked about the city; and the Corrib

the "herring-skibs" of the fishwives, being hawked about the city; and the Corrib poacher had secured eight shillings for his deit morning's work. The entire procedure was so amazingly autacious and clever, that on meeting the poacher later in the day I taxed him with his performance. He knew I would not betray him. I found that he was of rejectable family, a brother being a reputable contractor in New York city, where he had himself held a decent wage position; but he confessed that poaching and noverty were more fascinating in Galway than contracts and a career in America.

My next experience was while a guest during a pheasant shoot on the demeane of a young nobleman in one of the English Midland counties. Sometime during the day's murderous onslaught upon the birds I had lost a diminutive but to me valuable notebook. It so worried me that i arose the next morning dressed, and sole down into and out of the casile yard through the huge open gate facing the side next the demeane before a soul was satir about the entire place. The demeane, which covered fully two miles square of "park"—tiny lakes, magnificent carriage and drive-ways, dense patches of young in interspersing huge beech trees and onk—was altogether one of the finest pheasant preserves in England. I feit sure of my ability to discover the locality of the previous day's bettue by following to the right: the demeane wall, which must lead to the little patch of low open copes where the pheasants had been driven by the besting of the attendants. The wall surrounding the demeane was of rough stons and rubble, conical at the top, its creat being rendered seemingly impassible by murderous pieces of broken glass imbedded in the mortar. It was hardly daylight, and a thick mist rendered ordinary objects still more indistinct. I therefore simply followed the wall closely, now and then touching it at intervals with my hand.

I was not long in passing the line of heavier forest and reaching the open place whore I felt sure the previous day's slaughter of pheasa

man under it came up alongsice of that demeans wall to nearly my own beight at the Germans say. Int augenblick and I fine stands in the preclous rance of the bearter, and it was all the more interesting as I recognized in the preclous rance of the bearter, employed by millori's gamekeeners during the previous day's aport. He was a handsome, dry, chunky fellow of twenty or thereabouts, and he keepingwise paper. He was a handsome, dry, chunky fellow of twenty or thereabouts, and he keepingwise the particular in enforcing the game laws of England, it occurred to me I could utilize this particular in insplaced matter and in he recovery of my note book. A proper compact had no accord been agreed upon that two of the ponchor's companions, acreeable to his signal, arceares.]. One was a weakened old man, appr as a refleck, and the other was a lad of perhaps fifteen years. The latter at once produced what had been going and all three had been employed by the game-keepers the previous day as "beaters" and "helpers," the latter to watch for the falling birds and carry them back to "the bags." A large number were thus stowed away in accure coverts for the following night's work. The poachers well knew that after the evening's tips, beer, pipes, and boastful stories in the recent of the recent of

one of these millions becomes a quasi poacher, on opportunity, as against the few thousands of privileged class, and not unwilling poacher is ascents in the also of the professional packer, it must not be supposed that he is a proscribed outlaw. Biftigh newspapers always discuss him from his humorous side. His vocation is sterywhere known among villagers and countryside folk, and there are none so dastardly as to give him into the ha ds of omeors. I personally know or many instances where poacher graduates have become game-keepers. Other gamekeepers often seek their it lendship, satter than their enmity, thus reduced has hobonobed with them for lessons in canning are dwoo leraft. Two of the mest noed and incorrigities of British poachers inlest the beha and over forests in the vicinity of fort william, reduced. One is an analysis of the forest in the poacher, a known about the respect to the lessons in continuous and thousand hooks and the forest in the respect of intered by thouse hospited an interrict and he had a longer of intered by thouse hospited an interrict and he had a longer of intered by thouse obtained an interrict and he had a longer of intered by thouse obtained an interrict and he had a longer of intered by thouse obtained an interrict and he will have been interfered with. His greatest retemova or the news for the news

toma, on meers which are systematically burnt, an entire covey often being bugged at one awap.

But the most decestable of all British poachers is that wholesale thief, who has no soul for pature love, whose artifices are never marvellously ingentous for the sake of the art in them, and who never possesses even the slight attractiveness of sunny and genial vagabendism. This is that poucher or moucher who rents for from twenty to eighty shillings, from some moorland farmer or yeoman, a tiny "hill shooting." He will see that it has a moorland stream and patches of sweet heather and that it is sunny and sheltered. This is all that is required to comprise a favorite re-o t for moor game. It will a solumish a few hares and perhaps some black game among the bracker. To this spot color after covey of moor birds will come for heather and water. They come in well-defined dights and alight in the very same place every morning. The moucher simply notes all these flights, courses, "dips" of flight, and alighting grounds, and sets his fly nets before day. They are heavy birds, fly straight and swift, and on striking the net become hopelessiv entangled or drop sunned into the bag beneath. A moucher reuting a "hillside shooting" at forty shillings will thus often without discharging a gun take more game than can be shown as bagged at the end of a shooting season on the largest and best conducted game preserves of Britain.

EDOAR L. Wakemax. EDGAR L. WAREMAN.

CLEVER MEN IN WORKING BOATS. A Big Race To-day for the Long Island

Championship. . The race this afternoon in nineteen-foot working boats between the Howard brothers. John and Steve, against William H. Stokes and Harry W. Aylward, for \$50 a side, is creating more interest than any other event that has ever been rowed in this locality. The course will te the usual one, from the long dock on Gowanus Bay to Bay Ridge and return, said to be nearly five miles. The men will be started at 4:30 o'clock by Referee William Hempsey, who has been given sole jurisdiction in the matter whether the crews have been training diligently for the event, and the manner in which they have been looking after the rigging of their boats leaves no other conclusion but that the four men mean to row this race if the condition of the water gives them any chance at all. and thus settle forever the long-disputed question

of superiority.

The four men are probably the finest handlers of we king boats on Long Island. The Howards have had more experience and won m ore races than their opponents, but Stokes

and Alyward have ever been defeated, and it is claimed that in the races against the same crews that were beaten by the Howards. Stokes and Alyward have been equally as successful. It is certain that both pairs have a legion of admirers, and while the Howards bave the call in prominence, the other two have plenty of supporters who will back them freely to win. The race will und ubtelly be a severe struggle, and it is believed that the noir succeeding in turning the lower stake boat first will to winness. The Howards boat. Snamrock, is a light, buoyant craft 19 feet 5 luches love and weights to pounds. Stoke and Alyward will use the Volunteer, a boat in which they have rowed in all their races. He is 10 feet long built for rough weather particularly, and weights is ounds.

The Howards slace childhood have been fond of the water. They are as equally at home in building and salling a boat as in rowing 8 twels a spar maker and is semilored by Townsend & Edgett at the Eric Basin. He is 21 years old, 5 feet 75 inches in height, and weights 150 pounds. John is a callker at Dougherly & Lawrence's shippard, Brooklyn. He is 21 years old, 5 feet 75 inches in height, and weights 150 pounds. The livithers have a ways rowed a working bust no to within two sears are, when they nor has all of which is a callker at promise of a new remains the lower of the first particular of the sales. Howards were beaten even seconds over a lour-mile course. Two years laier the Howards were beaten even seconds over a lour-mile course. Two years laier the Howards were beaten even seconds over a lour-mile course. Two years laier the Howards were beaten even seconds over a four-mile course. Two years laier the Howards were beaten seven seconds over a four-mile course. Two years laier the Howards turned the tables beautifully on the sales have been at his office. In the sales have been seen of the first particular of the sales have been seen of the first particular of the sales have been seen of the first particular of the sales have been seen th

COMFORT AND FASHION. THEIR HAPPY HARMONY IN MEN'S STYLES THIS SUMMER.

The Passing of the Sash-Russet Leather Shoes Still the Proper Thing-A Seasonation in Shirts-Collars, Coats, and Trousers as They Should Be.

Several afternoons ago, when Drandway was rad a ing heat faster than the thermometers could register it, three happy young men sat in one of the coolest up-town cafes. Their eloties fitted them, and from their hats down to their russet leather shoes there was the stamp of fashion as well as of comfort. Some of the men who sat at tables near the three cool young men looked uncomfortably warm because they did not know how to dress

in a night; costume without looking elips shod. They deluded themselves with the ides that, to be well dressed, they must cling to their starched collars and cuffs, their heavy ties, and their patent leather shoes. Most of these articles of dress retaliated by wilting and cling ag to their wearers. When the three you g men had finished their mint juleps they sampered out of the cafe, leaving the other men to wonder why they looked cool and well dry sel.

The young men were not fops, but they made a study of clothes and they knew how to wear them. How did they do it? This is an explanatio: that a fashionable outfitter gaves
"People don't realize the amount of misery that can be crowded into a summer by clothes which are not the right thing. It is not so much a question of expense as of taste and good sudgment in selecting what you are to wear. One young man of my acquaintance, who is noticeable as a good dresser, probably spends loss on his whole summer outfit than other men spend ou ties and shoes alone." All articles of dress that he wears harmonize. They may not be made of the best material, but they look as if they were made for his

"What are the changes in styles?" . The well-dresse I man of this summer in his neglig co-tume will not dider much from the well-dressed man of hat summer. He will discard a low of the styles that have become too common. One of them is the rash, although its wearers are making a strong fight for it.
With fiannel suits be may wear a sash, but it should be one that he ties himself. A made-up sash looks stiff, and is now worn only by the men who cannot afford the other or a e too in-different about their dress to take the trouble to the one. The proper such is expensive. It is of the finest silk with fringed ends. and costs from \$10 to \$15. In black it is worn instead of a waistcoat with a Tuxedo coat by a few with very pronounced tastes in dress. The eash is not the swell thing this season, bowever, because it has become too commoucore, because it has become too commonstituted for it because they are unpretentious. Taste in men's dress leans toward severs simplicity, and where contrasts in costume prevail they are mossily very modest. Ihere is a compromise between the beit end the sash for men who don't like the leather. A portion of a made-up sash, narrow and in dark colors, may be attached to the front of the telt.

Then there is the question of shoes. Russet leathers are still the thing, but the well-dressed man wears them in darker colors, boston is the only town now where young men with any pretension to style wear the flaming yellow shoes that were worn last summer. Good russet leather shoes are expensive, but they are comfortable, and they don't show dust, when they get diff, any bootblack can clean them. Some people make the mistake of wearing these shoes everywhere during the summer. They should be worn only with negligi costumes.

It is particularly in his heggig; shirts that the 'swargor' young man shows his swargerness. Fince The Sun began advocating the flamel shirt for summer wear several years and there has been a great reform is this article of dress. Other materials have been advantageously substituted for the flames, and this year the proper thing is the zophyric day wear and slik for the evening. The zephyris a happy combination of starched colors and online and a soft boson. It is a se astion in shirs. The material is light and the prevailing tints are adolicate blue and a pink. The bosoms are plain or have several broad plate. The stiff collar and cumb make it look shifts more dign fied than the flannel shirts hould be substituted for the zephyr. Cheriots and flants lines formed of minute squares, scarfs to match are sold with these shirts.

There is a great deal of style in the smallest and finest lines formed of minute squares, scarfs to match are sold with these shirts.

The pink and blue colors are in the smallest than in any other article of dress, and there or the sware wear of the wearer. The ties for he has c Plain telts of russet leather have been sub-stituted for it because they are unpretentious.

ever, select the rad tie that is as popular this summer, because they think that it is foot loud. As a matter of fact, if a man is wearing a complete suit of one shade, there is nothing like a noper-hade of red in the tie to give the complete suit of one shade, there is nothing like a noper-hade of red in the tie to give it tone. Black neckword is now and probably always will be popular, rear rings are oming in again and they are worn most with ties of light colors. In colors there is a widerance of styles. One of the pearest is the broad relituration of liar, The roll, instead of the sharp edge, is ensure for the hock in warm weather.

"It is not necessary for a man to be absolutely correct ac ording of the street in each of these articles of free to be well desseed. In a general way be should follow the lasticons, but if an article of dress does not become him he should not wear it simply because it is the correct thing. Men are becoming more sensible about their dress, and in the summer reacticularly they look out for comfort."

Tallors have found more changes in the institute summer reacticularly they look out for comfort."

the summer particularly they look out for comfort.

Tallors have found more changes in the fashions this summer than the set the outfitters. The mot decided innovation is the long double-breasted frock coat that is worn on the fashionable or an nades of Loudon and New York and in the swell clubs by a few men who are recognized a. "Init' by their islows, tome of the anglomaniars have gone to the extreme in this style, and have had coats made with skirts that reach nearly to their ankles. I ough goods are used for these coats. This style, however, has not gained general gave, it is too pronounced, and on short, thicknets at the looks like a corpulent hour glass. One of New York's te t tailors taid about this summer's styles:

With the exception of the long-skirted English walking cont there is nothing original in the fashions. If the swell young min original in the fashions. If the swell young min original in the fashions. If the swell young min original walking cont there is nothing original with long-skirts. But when the short young man taiks about the new frock we try to persuade him to take some other style. Usually he will not take advice, and insists on making as show of himself. This is the only style this year in which the fashions have immed to the extreme. In other styles the changes have not been strongly marked, athough there are fixtures, and there is no change in suits for evening dress. The abort Taxedo coat is popular for the theatre and for semi-dress well, the man we wants to dress well. The three and four button cutaway conts are fixtures, and there is no change in suits for the theatre and for semi-dress seed itself to the lines of the fixture better than broadcloth.

The clawhammer, however, is just an much the correct thing on these occasions. The clawhammer, however, is instead or since the correct thing on these occasions. It is made of a fine diagonal cloth that shapes itself to the lines of the fixture better than broadcloth.

"In nek suits the browns are by far the most required color,



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